TEXAS - LOUISIANA PETROLEUM RECORD AND

Oil Investors' Journal

THE TRUTH AND NOTHING BUT THE TRUTH CONCERNING THE BEAUMONT FIELD AND OTHER SOUTHWESTERN OIL FIELDS.

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FURTHER ADVANCE IN PRICE

March Shipments and Consumption Exceeded the Current Supply by 1,000,000 Barrels, Resulting in a Rise of Six Cents in the Texas Market and Five Cents at Jennings—Daily Shortage Not Much Under 35,000 Barrels, and No New Sources of Production in Sight—Field Operations Active, But Results at Spindletop Have Been Discouraging—Lots of New Work at Jennings.

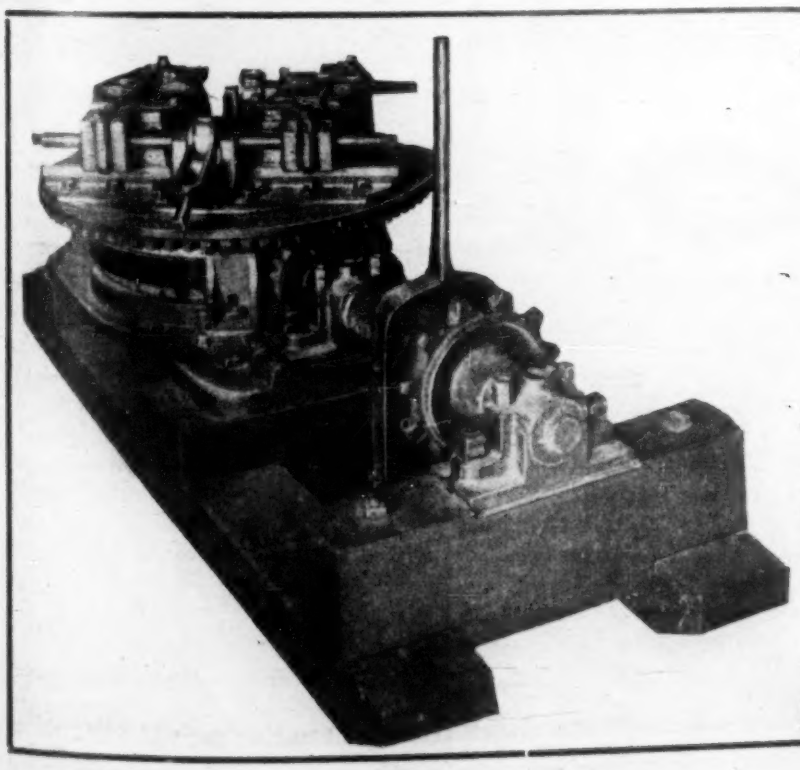
Shipments and consumption of crude oil exceeded the output by nearly if not quite 1,000,000 barrels in March. The February shortage was about 900,000 barrels, and the January shortage about 350,000 barrels. Stocks of oil on hand January 1, 1906, were put at 20,000,000 barrels. The drain on the surplus in storage during the past three months has brought it down to a figure below 18,000,000 barrels.

Conditions in this respect are reflected by the oil market. In March the price of Southeast Texas crude was advanced three times, amounting to six cents a barrel—Sour Lake from 41 to 47 cents, Saratoga from 32 to 38 cents, Batson from 31 to 37 cents, Humble from 35 to 41 cents—and the Jennings quotation was raised from 25 to 30 cents. These are the pipe line companies prices for oil at the wells. Fuel oil, loaded on cars, is from 4 to 5 cents a barrel higher. Prices on contracts for oil at the wells for a period of one month or longer promise to stiffen considerably in April. Last month 60 cents was paid for Spindletop contracts. An advance of not less than 2 cents over this price is expected on this month's contracts. Sour Lake contracts brought 51 cents last month and Batson 46 cents. Producers look for an improvement in these prices of two cents or more.

Fuel Oil News on Page 9

Daily output on March 31 was estimated at 51,750 barrels, of which the Texas districts were credited with 32,200 barrels—a decrease of 6,965 barrels compared with the February 28 estimate—and the Jennings district 19,550 barrels, a decrease of 1,500 barrels, compared with February 28. The daily average of crude shipments in March was 69,110 barrels, of which probably 5,000 barrels a day should be deducted for train load transfers from Jennings to Beaumont, making the net movement 64,110 barrels, and indicating a shortage of about 12,500 barrels a day, not including refinery and field consumption, which is put at 22,000 barrels a day. The actual shortage was very little less than 35,000 barrels a day for the month.

The output of all the districts in March is estimated at 1,610,400 barrels, against 1,594,000 barrels in February. The gross shipments and consumption of crude in March amounted to 2,802,406 barrels. The net ship-



The

Parker Rotary

UP TO DATE

Southern Car Manufacturing & Supply Co.

Beaumont, Texas.

ments cannot be calculated until the complete reports of transfers of Jennings old to Texas points are received. These, however, will not amount to 200,000 barrels, indicating a drain on stocks of fully 1,000,000 barrels.

The rail movement was especially heavy in March, amounting to 609,482 barrels from Texas points and 810,435 barrels from Louisiana points. The movement of crude from Port Arthur and Sabine was 547,489 barrels, against 596,600 barrels in February.

Field operations in March showed greater activity than during the preceding month, especially at Jennings and Spindletop. The record of wells completed in March was 38, of which 26 were producers, against 31 completions in February, only 10 of which were producers. Sixty-two wells were drilling on March 31, against 65 on February 28, and 32 rigs were up, against 27 on February 28. Of ten wells completed at Spindletop in March only three were producers. The result of the new development on the old hill has put a damper on drilling operations in the district.

At Jennings twelve wells were drilling on March 31 and ten locations had been made for new wells, against eight wells drilling on February 28 and seven locations.

TWENTY-ONE WELLS COMPLETED AT POWELL IN MARCH—CORSICANA AND POWELL SUMMARY.

Twenty-one wells were completed in the new Powell, or heavy oil, development in Navarro county (North Texas) in March. Of this number fifteen were producers, five dry and one a salt water well. On March 31, fourteen wells were drilling in the district and five rigs were up. The February record was ten completions, nine of which were producers and one dry. On February 28 seven wells were drilling and nine rigs were up.

The new wells are good for 25 to 75 barrels each. March operations defined the territory pretty satisfactorily, and showed it to be narrow—not exceeding 2,000 feet across. Salt water was developed near the Ferris Oil Company's well on the Jackson farm, two and a quarter miles north of the Green-Springfield well, which is the farthest south in the Powell development, and the formation has been proven to be very spotted. Nevertheless the activity is undiminished in the matter of drilling operations. One of the notable deals in the month of March was the payment of a bonus of $3,000 and a one-fourth royalty for a lease of the J. N. Brooks one hundred and fifty acres, across the road from the Jackson farm, on which the Ferris Company's well is located. The Eleven Oil Company, composed of Corsicana people, took the lease, and drilled, in a well which showed up large quantities of salt water.

Negotiations were on for a one-hundred acre farm adjoining the Jackson, and an offer of $25,000 was made for it, but while a dispute was in progress over the property William Peck finished a dry hole jam up against the line, and the deal fell through.

The Corsicana Refining Company is taking the Powell oil and is paying fifty cents a barrel for it.

In the Corsicana light oil district two wells were completed in March, both being producers. In February two were completed, one being a producer and the other day. Three wells were drilling on March 31, against one on February 28, and no rigs were up, against one the month before. A test will be sunk for light oil by the Corsicana Petroleum Company on the Franklin farm, eight miles north of Corsicana and one and one-half miles east of the H. & T. C. railroad.

Following is a complete summary of field operations at Powell and Corsicana in March:

Powell (Heavy Oil) Wells Completed and Producing.

Independent Oil Company & West, No. 6, Damon & Gibson.
Independent Oil Company & West, No. 7, Damon & Gibson.
Allen & Maxwell, No. 3, E. Brown.
Allen & Maxwell, No. 4, E. Brown.
Witherspoon, Carmody & Whitehill, No. 1, J. O. Burke.
Witherspoon, Carmody & Whitehill, No. 2, J. O. Burke.
Corsicana Petroleum Company and others, No. 6, Damon & Gibson.
Corsicana Petroleum Company and others, No. 7, Damon & Gibson.
Ferris Oil Company, No. 2, C. C. Jackson.
Ennis Oil and Development Company, No. 4, N. H. Brown.
J. W. Sturm, No. 7, Mrs. M. E. Ward.
Garrity & Whiteselle, No. 1, Harrison.
Eleven Oil Company, No. 1, F. N. Brooks.
W. G. Baker and Company, No. 4, Town.
T. J. Carmody, No. 4, Mrs. K. Moncrief.
Total wells completed and producing, 15.

Dry.

P. M. Lea & Son No. 1 on the Sloan.
Ferris Oil Company No. 1 on the White.
Ennis Oil and Development Company No. 5 on the N. H. Brown.
Johnson, Baker & Johnson No. 3 on the White.
Patrick Bros. & Fondren No. 1 on the J. Richie.
Total wells dry, 5.

Salt Water.

William Peck and Company No. 1 on the Damon & Gibson.

Drilling March 31.

Independent Oil Company & West No. 8 on the Damon & Gibson.
Allen & Maxwell No. 5 on the E. Brown.
Witherspoon, Carmody & Whitehill No. 3 on the J. O. Burke.
Witherspoon, Carmody and others, No. 1, on the Levine.
Ferris Oil Company No. 3 on the C. C. Jackson.
Ennis Oil and Development Company No. 6 on the N. H. Brown.
William Peck and Company No. 2 on the Damon & Gibson.
William Peck and Company No. 1 on the Mrs. M. B. Ward.
J. W. Sturm No. 8 on the Mrs. M. E. Ward.
Garrity & Whiteselle No. 1 on the Brieihaupt.
Eleven Oil Company No. 1 on the Shepard.
W. G. Baker and Company No. 5, Town.
Eleven Oil Company No. 2 on the F. N. Brooks.
Morgan and others No. 1 on the Shepard.
Totals wells drilling, 14.

Rigs Up March 31.

Witherspoon & Carmody No. 3 on the Springfield.
Ennis Oil & Development Company No. 7 on the N. H. Brown.
Garrity & Whiteselle No. 2 on the Bunch.
Patrick Bros. & Fondren No. 1 on the Speed.
W. G. Baker and Company No. 5, Town.
Total rigs up, 5.

Corsicana (Light Oil) Completions.

J. L. Halbert No. 1 on the J. L. Halbert, producing.
T. P. Kerr No. 2 on the T. P. Kerr, producing.

Drilling March 31.

T. P. Kerr No. 3 on the T. P. Kerr.
Houston Oil Company and Corsicana Petroleum Company No. 5 on the C. Blankenship.
Corsicana Petroleum Company No. 5 on the T. P. Roberts.

Abandoned in March.

Garrity & Mills Nos. 23, 25, 26, 28 and 45 on the R. Q. Mills.

March Recapitulation.

Wells completed, 2; producing, 2; drilling, 3; abandoned, 5.

PROJECTED FUEL OIL DISTRIBUTING SYSTEM FOR HOUSTON.

Representatives of the Texas Company have discussed with members of the city council of Houston a form of franchise that will give the oil company the right to lay lines for the distribution of fuel oil to Houston industries. Up to this time the councilmen and the oil people have not been able to agree on a franchise that will be mutually acceptable. The Texas Company has a pipe line from Humble to the northern limits of the city of Houston, and has a station at Long Reach, on Buffalo bayou at the head of navigation, south of Houston. Authority has been granted the company to extend its telegraph system through the city from north to south. If an acceptable franchise could be obtained it is stated that the oil company would lay pipes under the streets and connect with every fuel using plant in the city that desired the service. A fuel oil distributing system of this character is operated in New Orleans by the Industrial Pipe Line Company, the franchise having been obtained in 1901 by the Lone Star and Crescent Oil Company. At Corsicana the Corsicana Refining Company has pipe line connections with various fuel using plants through which it supplies the various concerns with either crude oil or residuum, the present price being 70 cents a barrel, delivered.

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SUMMARY FOR MARCH.

Production of Southeast Texas Districts.

	—Barrels— Feb. 28.	Mar. 31
Dayton	345	300
Batson	8,562	8,500
Saratoga	5,600	5,200
Sour Lake	6,997	7,000
Humble	8,000	8,000
Spindletop	3,200	3,200
Totals	39,165	32,200

Decrease March 31, 6,965 barrels.

Production of the Jennings District.

	—Barrels— Feb. 28.	Mar. 31
Flowing and pumping wells	21,050	19,550

Decrease March 31, 1,500 barrels.

Port Shipments of Texas Oil in March.

	Barrels.
Crude	547,489
Other grades	342,237
Total	889,726
Daily average crude shipments	17,661
Daily average other grades	11,040

Railroad Shipments of Southeast Texas Oil in March.

GULF, COLORADO & SANTA FE.

Loading Point.	Cars.	Barrels.
Saratoga	780	175,131
Beaumont	8	1,295
	788	176,426

KANSAS CITY SOUTHERN.

Loading Point.	Cars.	Barrels.
Beaumont	8	1,714

INTERNATIONAL & GREAT NORTHERN.

Loading Point.	Cars.	Barrels.
Trice (Texas Co.)	358	81,665

HOUSTON, EAST & WEST TEXAS.

Loading Point.	Cars.	Barrels.
Humble	932	231,018

SUNSET LINES.

Loading Point.	Cars.	Barrels.
Sour Lake	402	115,358
Gladys (Spindletop)	18	3,301
Beaumont	...	.....
	420	118,659

All Texas Crude Shipments by Rail.

Loading Point.	Cars.	Barrels.
G. C. & S. F.	788	176,426
K. C. S.	8	1,714
I. & G. N.	358	81,665
H. E. & W. T.	932	231,018
Sunset Lines	420	118,659
Totals	2506	609,482
Daily average rail movement		19,661
Daily average port movement		17,661
Total daily average movement		37,322

Railroad Shipments of Jennings Oil in March.

KANSAS CITY SOUTHERN.

Loading Point.	Cars.	Barrels.
Lake Charles	173	31,126

SUNSET LINES.

Loading Points.	Cars.	Barrels.
Jennings	2003	450,093
Mermentau	833	157,493
Egan	891	171,723
Totals	3727	779,309

All Jennings Shipments by Rail.

Loading Points.	Cars.	Barrels.
K. C. S.	173	31,126
Sunset Lines	3,727	779,309
Total	3900	810,435

Deliveries of Jennings Crude to Plaquemine in March.

By pipe Line and barges	175,000
Railroad movement Jennings oil	810,435
Total movement	985,435

Daily average movement Jennings crude	31,788
Daily average movement of Texas crude	37,322
Total daily average movement	69,110

Total crude movement for the month of March from Texas-Louisiana districts, barrels, 2,142,406.

Estimates of Monthly Production.

Districts.	Feb.	March.
Dayton	11,500	8,800
Batson	243,000	256,000
Saratoga	163,500	172,000
Sour Lake	208,300	205,000
Humble	271,200	252,500
Spindletop	71,500	102,000
Jennings	625,000	614,100
Total	1,594,000	1,610,400

Movement and Estimated Consumption

	Barrels.
Rail and port shipments	2,142,406
Refinery consumption	600,000
Field consumption	60,000
Total	2,802,406

Well Summary for the Month of March.

WELLS COMPLETED.

	Comp.	Prod.	Dry.	Aban.
Humble	12	9	3	32
Dayton	0	0	0	0
Batson	4	4	0	0
Saratoga	3	3	0	0
Sour Lake	6	4	2	0
Spindletop	10	3	7	1
Jennings	3	3	0	0
Totals	38	26	12	33

WELLS DRILLING.

	Feb. 28.	Mar. 31.
Humble	34	26
Dayton	0	0
Batson	3	5
Saratoga	2	6
Sour Lake	9	3
Spindletop	9	10
Jennings	8	12
Total	65	62

RIGS UP.

	Feb. 28.	Mar. 31.
Humble	8	9
Dayton	0	0
Batson	2	0
Saratoga	5	5
Sour Lake	1	2
Spindletop	4	6
Jennings	7	10
Totals	27	32

Corsicana and Powell Report.

Corsicana (light oil): Wells completed, 2; producing, 2; drilling 3; abandoned, 5; rigs up, none.

Powell (heavy oil): Wells completed, 21; producing, 15; dry, 5; salt water, 1; drilling 14; rigs up, 5.

CRUDE PRICES.

Quotations on Credit Balances as Posted by the Pipe Lines.

J. M. Guffey Petroleum Company.

	Jan. 10.	Feb. 26.	—Mar.— 9.	16.	31
Sour Lake light	39	41	43	45	47
Sour Lake heavy	32	34	36	..	38
Saratoga	30	32	34	36	38
Batson, light	33	..	35	37	39
Batson, heavy	29	..	31	..	33
Spindletop	45	..	45	54	54
Humble	33	35	37	39	41

Where no figures are given, the price remains unchanged.

The Texas Company.

	-Jan.- 4.	10.	Feb. 26.	—Mar— 7.	16.	31
Sour Lake	41	39	41	43	45	47
Saratoga	32	30	32	34	36	38
Batson	31	29	31	33	35	37
Humble	35	33	35	37	39	41
Jennings	..	..	25	26	28	30

Where no figures are given the price remains unchanged.

Above prices do not include loading, storage or other charges on oil shipped by tank car.

Contract prices for Texas oil at the wells, from 2 to 6 above credit balance quotations.

Eastern Prices.

Pennsylvania	$1.58
Second sand	1.58
Tiona	1.68
Corning	1.10
New Castle	1.35
Cabell	1.18
North Lima	.94
South Lima	.89
Ragland	.60
Corsicana, light	.89
Corsicana, heavy	.50
Canada	1.34
Indiana	.89
Casey, Illinois	.81

Kansas and Territories.

32 gravity and over	.52
32 to 31½ gravity	.49
31½ to 31 gravity	.46
31 to 30½ gravity	.43
30½ to 30 gravity	.40

BATSON-SARATOGA PIPE LINE IS COMPLETED.

The Commercial Oil Company of Houston has completed the laying of its new six-inch pipe line from Batson to Saratoga. Six boilers were installed in the pump station at Batson and two in the plant for the loading racks on the Santa Fe railroad at Saratoga. The racks are up, but not yet fully equipped. It is believed oil will be put in the line about April 15.

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TRYING FOR THE SHALLOW SAND AT HUMBLE—SUMMARY OF THE FIELD.

Five wells were completed in the Humble district during the last half of March, all of which are producers, with a gross output of approximately 775 barrels. This record is against 900 barrels of new production in the first half of March, obtained from seven new wells, and two old holes drilled deeper, representing a total of twelve new completions for the month. That the older wells are continuing to weaken is indicated by the gross production on March 31, which was estimated at 8000 barrels, against 8250 barrels on March 15, or a decrease of 250 barrels in face of 775 barrels of new production. In the absence of new producing wells, the district would have shown a decline in production of approximately 1025 barrels in sixteen days.

Development of the shallow sand which was encountered in the early history of the field, is the chief item of interest and is attracting the general attention of operators. John O'Neil completed a 200-barrel well and Neils Esperson a 125-barrel well in the shallow sand during the last half of the month. The oil is found between 600 and 900 feet and the hole finished with 200 feet of strainer.

Early development in the Humble district was for gusher production and little or no attention was given the shallow formations. The low price of oil at that time probably was another factor contributing to the lack of interest in that direction. It was not until the limits of the Humble field were fairly well defined and the production of the district had fallen from 134,000 barrels a day in June to 20,000 barrels a day in December, with an advancing market, that the possibilities of the shallow depths were considered to any extent. Neils Esperson completed a 300-barrel well in the upper formations in December, but the depth at which the hole was finished was not generally known at the time, and those who really did know were skeptical as to whether further development would make a similar showing. In January Esperson brought in a 550-barrel well from practically the same depth and followed it with a 250-barrel well in February, when the showing began to attract general interest. The same operator completed another good well during the first of March, and operators decided it was about time to "get on." Five holes were going down for the shallow sand on March 31.

Whether the shallow formations would prove generally productive over the entire district is problematical in the opinion of the majority of operators. The belief seems to hold that the productive areas of the shallow sands will be found to be scattered. Operators say that the drilling of the shallow wells requires the closest attention, as the drill might pass through productive sand without giving indications of the presence of oil.

Twenty-six wells were on the drilling list on March 31, of which three were deep tests, five shallow wells, one deep well and two others bailing, and one erecting a standard rig to pump. Eleven wells which have previously been recorded as drilling are shut down. This record is against 26 wells drilling on March 15 and five wells shut down.

There were ten locations on March 31, six of which were new and four old. On March 15 there were nine locations, five new, and four old.

Completions.

Following is a list of five completions during the last half of March:

Producers' Oil Company No. 44, Bailey nine acres, 100 barrels.
Producers' Oil Company No. 65, Harrell ten acres, 50 barrels.
John O'Niel, Cherry, 200 barrels.
Esperson No. 8, Moore four acres, 125 barrels.
Ninety-Nine Pumping Company No. 10, Busch, flowing 300 barrels.

Wells Drilling.

Following is a list of twenty-six wells recorded as drilling on March 31. The last five are going down for the shallow strata:

Producers' Oil Company No. 36, Conway. Third hole.
Producers' Oil Company No. 37, Adams.
Producers' Oil Company No. 38, Adams.
Producers' Oil Company No. 43, Hirsch.
Producers' Oil Company No. 47, Adams.
Producers' Oil Company No. 51, Majorwitz.
Producers' Oil Company No. 52, Bering and Cortes.
Producers' Oil Company No. 61, Moore five acres.
Producers' Oil Company No. 62, northeast corner block 5, Landslide of the Dunman. Deep test. Bailing.
Producers' Oil Company No. 64, Texas eight acres.
Producers' Oil Company No. 66, Landslide, south of No. 62. Deep test.
Producers' Oil Company No. 69, Conway.
Producers' Oil Company No. 15, Moore 55 acres. Old hole, going deeper.
E. M. Wheeler (Producers' Oil Company), block 23, Wheeler-Pickens. Deep test.
Burt-McGaffey No. 4, 150 feet east of No. 3. Deep test. Down about 2,300 feet.
Simms and Farish No. 4. Mason. Bailing.
Simms and Farish No. 5. Mason. Building standard pumping rig.
Simms and Farish No. 6. Mason.
Northwestern Oil Company No. 9, Hermann.
E. V. and J. F. O'Neall, Little and Mitchell lease. Weed.
Starlight Oil Company No. 2, Holmes. Second hole.
Ball and Carden No. 4, Mason 140 acres.
W. F. Cleveland No. 2, Echols.
McKallip No. 4, Cherry.
Beatty-House, Beatty, 38 acres of the Cherry.
Spinks No. 1, strip eighteen of the Cherry.
Esperson No. 9, Moore four acres. Bailing.

Wells Shut Down.

Following is a list of eleven wells which were previously recorded as drilling, but are now shut down in probably permanent suspension. Eight are credited to the Producers Oil Company:

Producers' Oil Company No. 45, Adams.
Producers' Oil Company No. 49, Bailey.
Producers' Oil Company No. 53, Majorwitz.
Producers' Oil Company No. 54, Majorwitz.
Producers' Oil Company No. 55, Bailey.
Producers' Oil Company No. 57, Barrett.
Producers' Oil Company No. 58, Fant and Freund.
Producers' Oil Company No. 67, Mason.
Hamilton and Company No. 1, Hirsch.
Cunningham and Crosby No. 1, Chapiet 1 1-4 acres.
Devore Oil Company No. 4, Landslide.

Locations.

Following is a list of ten locations, six new and the last four old:

Producers' Oil Company No. 68, Harrel ten acres. Rigging.
Northwestern Oil Company No. 10, Hermann. Rigging.
Ninety-Nine Pumping Company No. 11, Busch four acres.
Esperson No. 10, Busch.
Esperson No. 11, Moore four acres.
John O'Neil No. 13, Cherry. Rigging.
Producers' Oil Company No. 39, Fant and Freund. Derrick. Rigging off.
Producers' Oil Company No. 63, Busch. Derrick.
Ninety-Nine Pumping Company No. 8, Barrett two acres.
E. M. Wheeler No. 2 (Producers' Oil Company), Wheeler-Pickens two-acre lease. Derrick.

Field Notes.

Simms and Farish No. 1, on the Summers, reported drilling on March 15, was abandoned during the last part of the month.

Burt-McGaffey deep well is making about 100 barrels.

Guffey-Crosbie light oil well in the Landslide is credited with about 25 barrels a day.

The Security Company has not been running oil since March 22, and is said to be out of the market for April contracts.

Burt-McGaffey No. 4, a deep test, is said to be down over 2,300 feet. No. 3 was finished at about 2,100 feet.

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CONSIDERABLE ACTIVITY IN THE JENNINGS DISTRICT—SUMMARY.

The gross output of the Jennings district on March 31 was estimated at 19,550 barrels, against 20,800 barrels on March 15, or a decrease of 1,250 barrels in the last sixteen days of the month. One well was completed in that period, the Jennings-Heywood Oil Syndicate No. 7, which came in at the rate of 7,000 barrels on March 16, but has settled down to about 3,500 barrels at the close of the month. Three wells were completed in March.

Development work in the Jennings district has attained a greater degree of activity than for several months. Twelve new wells wer egoing down on March 31, and four old holes going deeper. Four new rigs were up on that date, and five or six other new locations were about to be made.

Wells Drilling.

The following new wells were drilling on March 31:

Heywood Oil Company, Crowley lease, No. 2, in rock at about 1,500 feet.
Evangeline Oil Company No. 7, down about 1,900 feet.
T. H. Bass, Morse No. 15, twisted off.
Wilkins No. 5, six-inch set at 1,800 feet.
Jennings-Heywood Oil Syndicate No. 3.
Jennings-Heywood Oil Syndicate No. 8, in rock at about 1,500 feet.
Jennings-Heywood Oil Syndicate No. 9.
Producers' Oil Company, Latrielle No. 8, down about 2,000 feet.
Producers' Oil Company, Clement No. 4, set screen.
Producers' Oil Company, Martin No. 7, down about 500 feet.
J. Edw. Crusel, Newton No. 1, down about 1,200 feet.
Caffery and Bass, Latrielle No. 1, down about 1,400 feet.
Total wells, new work, 12.

Drilling Deeper.

The following old holes were drilling deeper:

Evangeline Oil Company No. 4.
T. H. Bass, Morse No. 1.
Producers' Oil Company, Clement No. 2, milling out pipe in the old screen.
Jennings Oil Company No. 5.
Total old holes going deeper, 4.

Locations.

Following is a list of locations on March 31:

Jennings-Heywood Oil Syndicate, Tierce No. 7, derrick.
Jennings-Heywood Oil Syndicate, Arnaudet No. 10, derrick.
Producers' Oil Company, Lyons No. 4, rigging.
Chicago-Jennings Oil Company No. 7, rigging.
Total new locations, 4.

Field Notes.

Crowley Oil and Mineral Company No. 18, a March completion, which sanded up soon after coming in, is making about 1,200 barrels with air.

K. W. BROWN. C. W. BROWN

BROWN BROTHERS

OIL AND WATER WELL CONTRACTORS

Main Office, BEAUMONT, TEXAS.
Branch Office, SHREVEPORT, LA.

We are familiar with Oil and Water formations. Will examine and report on lands. Estimates furnished for drilling wells.

The Crowley Oil and Mineral Company has purchased pipe to build a six-inch line to Egan, taking up the old four-inch line, and will lay it to Crowley.

It is reported that the Crowley Oil and Mineral Company has a purchaser for its holdings, the consideration to be not less than one million dollars.

Heywood Oil Company, Crowley No. 1, is flowing about 3,000 barrels a day by heads.

Heywood Oil Company, Arnaudet No. 2, a producer, is temporarily shut down on account of bad oil.

The West Virginia Oil Company (Greenbriar) has sold its holdings to G. B. Zizler, who took possession the 1st of April.

A packer was set in Jennings-Heywood Oil Syndicate No. 6, but it produced only hot salt water.

W. Krielow and associates have leased the holdings of the Lake Oil Company, and will drill the old wells deeper.

Layne and Bowler have leased the holdings of the Layne Oil Company and expect to begin operations soon.

The Jennings Oil Company is laying a four-inch water line from Bayou du Quesne to the field for boiler consumption.

The West Side Oil Company has been formed, composed of Messrs. Lovegrove, Cherry, Hill and others, and will do some development work on the west side of the field, material having been ordered. It has leased the Superior holdings and has a 50-barrel well under the pump.

GUFFEY COMPANY GETS ANOTHER BIG WELL AT SARATOGA. SUMMARY.

The J. M. Guffey Petroleum Company No. 5 on the B. B. B. & C. at Saratoga came in good for 8,000 to 12,000 barrels about noon on March 27 and flowed until the morning of March 29, when it quit. A standard rig has been installed and the well will be pumped.

Producers' Oil Company No. 1 in the same district was another completion in the latter part of March, with an output of about 1,800 barrels daily. These two wells, together with the H. Hardie Robinson No. 2, a third completion, good for 100 to 200 barrels, put the gross production of the Saratoga district up to approximately 16,550 barrels on March 28, against 7,500 barrels on March 15, an increase of 9,050 barrels. The apparent shortage on that date in face of the total new production was due to the giving out of two old wells of the Producers' Oil Company, credited with an output of about 500 barrels daily. The production on March 29, however, was about 6,450 barrels, or a net decrease of 1,050 barrels compared with March 15.

While the Guffey well was in operation, it was regarded by all operators who saw it as a gusher typical of those in the latter part of 1904, and many believe that had the well been opened up full, instead of having the gate valve about half closed, as was the case, it would have produced at the rate of 12,000 to 15,000 barrels a day. The well was finished with a screen, and on account of the sand and heavy gas pressure it was not allowed to make its capacity. On the 28th it was doing about 300 barrels an hour, with the gate valve only partly opened. Its total production to the time it ceased flowing was 16,000 barrels.

The new well of the Producers' Oil Company next to the Guffey well gave a gusher display for a few minutes on March 22, but was not completed until the 27th, when it showed for 1,800 barrels and maintained that output up to March 29, when it stopped flowing. A standard rig will be installed.

H. Hardie Robinson No. 2, on the Kirby 2½ acres, on the edge of Saratoga townsite, came in a 200-barrel well of heavy oil oil on March 26, but was flowing only 100 barrels on March 29.

These three were the only completions during the latter part of March.

Development work shows some increase compared with March 15. Six wells were drilling and five new locations made on March 29, against

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BEAUMONT, TEXAS.

five wells drilling and four new locations on March 15.

All the drilling wells and the new locations, with one exception, are in the so-called gusher territory, and developments are being watched with keen interest.

J. M. Guffey No. 4, which gave an intermittent gusher output in the middle of February, sanding up and later coming back in a 1,000-barrel producer, was making about 700 barrels on March 29.

Completions.

Following is a list of the three completions:

J. M. Guffey Petroleum Company No. 5, B. B. B. and C., about 150 feet north of No. 4, an 8,000 to 12,000 barrel gusher on March 27, but subsided on the morning of March 29.

Producers' Oil Company No. 1, 50 feet north of Guffey No. 5, 1,800 barrels, on March 27.

H. Hardie Robinson No. 2, on the Kirby 2½ acres, 200 barres of about 15 gravity oil on March 16, but settled to flowing about 100 barrels on March 29.

Wells Drilling.

Following is a list of six wells drilling on March 28:

Sun Company, on the Melder Mayer, 50 feet north of Producers' Oil Company, down about 1,400 feet.

Britton Oil Company No. 16, 100 feet north of the Sun Company, down about 650 feet.

Britton Oil Company No. 17, about 200 feet north of No. 15, the new well.

Rio Bravo Oil Company No. 227, 100 feet east of J. M. Guffey No. 5 (new well), down about 600 feet.

Rio Bravo Oil Company No. 229, about 106 feet east of the Sun Company, started.

J. M. Guffey Petroleum Company No. 6, 150 feet west of No. 5, down about 700 feet.

Total wells drilling, 6.

New Locations.

Following is a list of five new locations on March 28:

Sun Company, Brice and Bradley, 500 feet south of Guffey No. 4. Derrick.

J. M. Guffey Petroleum Company No. 7, 150 feet east of H. Hardie Robinson No. 2. Derrick.

Britton Oil Company, 500 feet northeast of H. Hardie Robinson No. 1. Derrick.

Britton Oil Company, 150 feet northwest of No. 16.

Producers' Oil Company, 150 feet west of new well.

Rio Bravo Oil Company No. 228, 50 feet north of No. 227. An old location.

Total new locations, 5. Old, 1.

Shipments of Jennings oil in March from Amesville, La., to Atlantic coast points by The Texas Company amounted to 40,216 barrels, included in the rail shipments from Jennings. The oil is moved in tank cars from Jennings to Amesville, where it is piped to the docks. Following is a summary of the shipments: March 13, Steamship Maverick, 9,877 barrels; March 27, Barge Providence, 18,496 barrels; March 28, Steamship Florida, 11,843 barrels. Total, 40,216 barrels.

The annual meeting of the stockholders of the Drillers' Oil Company will be held in Beaumont, April 10.

GENERAL S. T. CARNES SELLS OUT OF THE EVANGELINE OIL COMPANY.

General S. T. Carnes has sold his holdings in the Evangeline Oil Company, constituting a majority of the capital stock, to Pittsburg interests represented in the J .M. Guffey Petroleum Company. On Monday, March 26, at a meeting of the directors of the Evangeline Company in Memphis, J. W. Williams, formerly connected with the Pittsburg offices of the Guffey Company, was elected president and general manager to succeed General Carnes, and W. M. Mitchell, cashier of the Mellon National Bank of Pittsburg, was elected treasurer, to succeed C. H. Raine, whose stock was sold with that of General Carnes. Two other directors, representing the Pittsburg purchasers, were elected with Messrs. Williams and Mitchell. Two of the old directors, L. F. Benckenstein and Mally Eastham, retained their stock and remain on the board.

It is understood that the deal involved more than $700,000 of the $1,154,000 issued stock of the Evangeline Company and that the consideration was in the neighborhood of a half million dollars. General Carnes held $800,000 of the stock, Mr. Raine $50,000 and other Memphis people the balance that was included in the trade.

The company will be operated with the object of producing, buying and marketing oil. It has four producing wells in the Jennings field and is drilling another. It also owns a large quantity of oil in storage in its own tanks, a pipe line from the field to the Atchafalaya river, and a barge line thence to the Mississippi river at Plaquemine, La. During the past year it has been a considerable factor in the lower Mississippi river fuel oil trade, having delivered something more than 1,500,000 barrels of oil to consumers. It also owns a refinery at Port Neches on the Neches river below Beaumont, which is under lease to and will be operated by The Texas Company.

CARROLL OIL AND GAS COMPANY, INCORPORATED.

The Carroll Oil and Gas Company of Houston has been organized with a capital stock of $100,000, to develop territory adjacent to Houston for oil and gas, and if production of the latter is obtained, it will be piped to that city for commercial and domestic purposes. At a meeting of stockholders held recently the following officers were elected: George W. Carroll of Beaumont, president; R. E. Burt of Houston, vice president and general manager; H. R. Bartlett of Houston, assistant to the general manager, and Otis E. McGaffey, secretary and treasurer. The company has a tract of land under lease in the Humble field and is trying to effect a lease on a piece of land out of a 1000-acre tract about midway between Houston and Pierce Junction, owned by George H. Hermann. R. E. Burt, general manager of the company, and George H. Hermann made a trip of inspection over the land recently, but no leases had been made up to March 31. It is understood Hermann refused $1000 an acre for some of the land close to Houston, which was desired for city lots.

RESULTS OF NEW WORK ON SPINDLETOP ARE DISAPPOINTING—OUTPUT 3,200 BARRELS.

Eight wells were completed at Spindletop during the last half of March, of which one is a producer of about sixty barrels, two apparently lost holes, three water wells and two dry holes. Ten wells were drilling on March 29, against fifteen on March 15. There were six locations on the latter date, three of which were old and three new, against three new locations and one old on the former date. Gross output of the district on March 29 was about 3,200 barrels. The yield for the month was approximately 102,000 barrels.

The principal item of interest is the development of salt water in the J. R. Sharp hole on the Hogg Swayne tract. The well was bailed on the afternoon of March 28 and gave good indications of being a producer, but when the cleaning-out process was resumed on the morning of March 29, salt water showed up, and no oil.

The greater part of the development work has shifted to the McFaddin lease, south of the old field in the Lucas gusher territory, and in the muddy flats to the southwest of the field, where Nelson-Gordon have a location. W. G. Park and associates have a derrick up in an attempt to extend the proven territory considerably to the northeast.

T. H. Bass and associates are erecting a substantial two-boiler steam plant on the McFaddin lease. The foundations are of brick and all other material is new, indicating that considerable service is anticipated.

The T. H. Bass No. 2, adjoining block 30 of the Keith-Ward tract, recorded as a producing well on March 15, is out of commission.

The two wells on the Heywood lease which made such a good showing when first revived, are doing about

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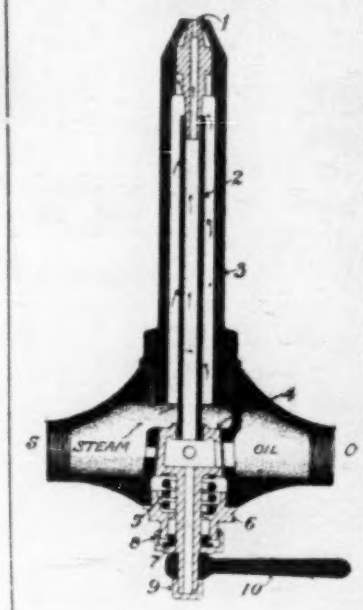

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Southern Car Manufacturing & Supply Co., Beaumont, Tex.
MANUFACTURERS.

400 barrels, showing little variation since March 15.

Completions.

Following is the list of completions:

Harry Fillman and associates, flats across the Texas & New Orleans tracks, near Security tank farm, lost hole. Pipe pulled and sold to J. C. Wilson and associates.

J. R. Sharp, block 38 of the Hogg-Swayne. Salt water.

J. M. Guffey Petroleum Company, No. 62, block 16 of the Gladys City. Dry hole.

J. M. Guffey Petroleum Company, No. 63, Trembly tract, 60 barrels.

J. M. Guffey Petroleum Company, No. 64, Trembly. In trouble.

Nelson-Gordon, No. 3, Davis tract. Water well.

Bowles Brothers, No. 3, adjoining No. 2, block 21, Gladys City, test for shallow strata, water well. Abandoned.

J. A. Paulhamus, near Higgins pump station, dry hole.

Total completions, 8.

Wells Drilling.

Following is a list of ten wells drilling at Spindletop on March 29:

L. Solinsky, block 38, Hogg-Swayne, drilling in.

J. C. Wilson and associates, block 20 of the Gladys City tract, close to the new well. Down 550 feet.

Moore and Porter, block 5 of the Gladys City, about ready to bring in. Small show of oil with considerable water.

Shepherd-McCarley-Davenport (formerly Moore and Schauman hole), block 4 of the Yellow Pine.

J. M. Phelps and associates, block 33 of the Yellow Pine.

Bass and Henderson, on the site of the old Log Cabin saloon, McFaddin lease, south of the field, drilling in.

T. H. Bass and associates, McFaddin lease, near site of the Lucas gusher, ready to bail.

T. H. Bass and associates, No. 3, McFaddin lease.

D. R. Beatty and associates, block 20 of the Gladys City, drilling in.

W. A. Meagher, Higgins lease, 30 feet from pump station.

Total, wells drilling, 10.

Locations.

Following is a list of six locations, the first three of which are new, and the others old:

W. G. Park and associates, test for northeast extension. Derrick.

Nelson-Gordon, southwest of field in the flats. Derrick.

J. M. Guffey Petroleum Company, across Texas & New Orleans tracks, northwest of field, or on a line westward of the Gladys City. Derrick.

Bowles Brothers, No. 4, block 9 of the Gladys City, rigging.

Bowles Brothers, No. 5, McFaddin lease, rigging.

T. H. Bass and associates, McFaddin lease, rigging.

Total locations, 6—3 old, 3 new.

NEW TANK CARS FOR THE TEXAS COMPANY.

Fifty new tank cars with steel frames, built for the Texas Company by the American Car and Foundry Company at Milton, Pa., are being delivered to Beaumont and Port Arthur. They are medium sized cars, averaging 8000 gallons to the tank, and are of the most modern, and improved design. They will be placed in the trade immediately.

FOUR NEW WELLS AT BATSON, BUT CONDITIONS NOT MATERIALLY ALTERED.

Although approximately 375 barrels of new production was obtained at Batson in the latter part of March, there is no variation in the gross output of the district. On March 28, the total yield was estimated at 8,100 barrels, the same as recorded on March 15. The new production came from four wells completed in thirteen days from March 15, among which was the J. M. Guffey Petroleum Company No. 48 on the Wing. This well had a blowout on March 13, before the drillers were ready to bring it in, and gave indications at the time of being an exceptionally good well, but it settled down and on March 28 was making about 200 barrels of 22.5 gravity oil under the pump. There were no completions during the first half of March.

There is no increase in development work in the Batson district. Five wells were drilling on March 28, against five on March 15. There were no new locations on March 28.

Following is the field summary:

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NEW ORLEANS:
343 BARONNE STREET

HOUSTON:
202 MAIN STREET

Wells Completed.

Four wells were completed at Batson from March 15 to 28, all of which are producers, as follows:

J. M. Guffey Petroleum Company, No. 48, Wing, 200 barrels. Gravity 22.5.
Walter Christian, Brice and Bradley, 25 barrels. Gravity 24.
Oriole Oil Company, Oriole lease, 100 barrels. Gravity 29.
Ada Belle Oil Company, Armstrong, 50 barrels.
Gross new production in 13 days, 375 barrels.

Wells Drilling.

Five wells were drilling on March 28, as follows:

J. M. Guffey Petroleum Company No. 49, Wing.
Higgins Oil and Fuel Company No. 14, Higgins farm, about 1,000 feet north of The Texas Company's office.
Paraffine Oil Company, Paraffine farm.
W. S. Browning No. 4, Paraffine 30 acres.
R. P. Allen, Chester.
Autry No. 5, strip 13 of the Milholme, has been shut down for some time.

Field Notes.

Runs on March 28 were distributed approximately as follows: J. M. Guffey Petroleum Company, 5,120 barrels; Higgins Oil and Fuel Company, 1,550 barrels; The Texas Company, 1,350 barrels, and the Security Company 80 barrels. Gross runs, 8,100 barrels.

Stocks at Batson on March 15 were approximately as follows: J. M. Guffey Petroleum Company, 10,000 barrels steel and 74,850 barrels earthen; total 84,250 barrels. Security Company, 12,500 barrels. Gross storage, 96,750 barrels. On March 1, the J. M. Guffey Petroleum Company had approximately 21,700 barrels in steel and 67,800 barrels in earthen storage.

TWO NEW PRODUCERS AT SOUR LAKE.

Four wells were completed in the Sour Lake district from March 13 to 29, two of which are salt water and two producers, with a daily output of eighty barrels. Gross production of the field on March 29 was approximately 6,300 barrels, the same as recorded on March 13.

Only three wells were on the active drilling list March 29, against seven drilling on March 13. One rig is shut down. Two new locations were made on the former date.

Work on both of the Bass deep holes continues, but nothing of a favorable nature has developed.

Following is a list of drilling wells:

I. R. Bordages, Jackson strip, down about 1,715 feet in rock.
Producers' Oil Company, strip O, Moonshine. Cable tools.
J. N. Gilbert, Gilbert farm. 800 feet.
The Hill-Crosby-Davy, on the Cannon, is shut down.

Following is a list of four completions:

J. N. Gilbert, on the Gilbert, 60 barrels, 19.7 gravity.
Dodge Brothers, Cannon, 20 barrels.
Crosby-St. Louis No. 2, Cannon, salt water.
Young Brothers, Rogers, salt water.

New locations are as follows:

C. E. Anderson, on the Gilbert.
The Texas Company, No. 49, 100 feet south Jackson road.
Burt-McGaffey No. 2 on the Wirt Davis has stopped producing and will be drilled deeper.
E. F. Simms is cleaning out No. 6

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FUEL OIL DEPARTMENT

CONSUMPTION OF TEXAS-LOUISIANA CRUDE OIL EXCEEDS CURRENT OUTPUT—RECORD FOR FIVE YEARS.

For the first time in more than two years the output of crude oil in the Texas-Louisiana gulf coast region is running short of current demands.

This condition has existed since the first of the present year. Taken in connection with the serious aspect of things in the coal industry, and the inevitable crimp in the fuel supply that will accompany and follow a strike, the situation in the gulf coast oil fields becomes one of general interest to fuel consumers and of particular interest to those who are depending upon Texas-Louisiana oil for their requirements.

Under the circumstances a review of conditions which have heretofore obtained in the matter of crude oil supply and a consumption in Texas and Louisiana is timely. Statistics compiled from the actual records of production and shipments of oil make it possible to follow the fluctuations of output and demands with accuracy.

In 1901, the first year of the Southeast Texas oil industry, Spindletop produced 5,185,883 barrels of petroleum. Of this quantity 1,462,968 barrels was shipped by tank cars and vessels to fuel consumers, 2,130,143 barrels was purchased and placed in storage in Southeast Texas and the remainder, 1,592,770 barrels, was stored but not sold. The average daily output for the year was 14,208 barrels; the average daily consumption—amount shipped to fuel consumers—4008 barrels.

In 1902 the marketing systems had been greatly extended, with the result that more oil was produced and more consumed. In this year the output in Southeast Texas, and at Jennings, La.—shipments from Jennings being inaugurated in June, 1902—was 18,445,763 barrels, averaging 50,262 barrels a day. Shipments by tank cars and vessels amounted to 11,975,176 barrels, averaging 32,806 barrels a day.

In 1903 the output of the Texas-Louisiana gulf coast fields amounted to 18,366,835 barrels, averaging 50,320 barrels a day. Shipments by tank cars and vessels increased to 15,014,317 barrels, averaging 41,053 barrels a day. During the early months of this year, when the decline in the output of Spindletop became very marked, and before Sour Lake had been opened up, the scarcity of oil had a pronounced effect on the market and the price went to 85 cents a barrel on board cars—the highest figure that has ever been paid for Southeast Texas fuel oil. Sour Lake relieved the shortage and in June the price had tumbled to 25 cents on board cars.

In 1904 the supply was augmented by the development at Batson, and the opening of the deep sand at Jennings, resulting in a yield of 6,611,419 barrels in Louisiana, two-thirds of which went into storage. The Southeast Texas districts produced 21,672,111 barrels, which, with the Louisiana output, brought the total supply up to 28,282,530 barrels, averaging 77,277 barrels a day. Tank car and vessel shipments in 1904 amounted to 16,903,564 barrels, averaging 46,201 barrels a day. In this year the refining industry in Southeast Texas obtained a good start, providing a new source of demand. Refinery consumption, however, is not figured in the shipments as given. They include only the crude movement by tank cars and vessels.

In 1905 the Humble field, and a continuation of the gusher supply at Jennings, brought the gulf coast output up to 40,026,278 barrels, averaging 109,661 barrels a day. Tank car and vessel shipments amounted to 20,323,381 barrels, averaging 55,680 barrels a day. The item of local refinery and field consumption also attained large proportions, being estimated at 20,000 barrels a day, or from 7,000,000 to 8,000,000 barrels for the year. Fires at Humble and Sour Lake consumed approximately 2,300,000 barrels of oil in July, and the loss by waste and evaporation through the use of open earthen storage was put at 2,000,000 barrels. All things considered, the actual surplus production in 1905 did not amount to more than 7,500,000 barrels. This quantity, added to the stocks in reserve at the beginning of the year, amounting to 12,500,000 barrels or thereabouts, made the stocks on hand January 1, 1906, about 20,000,000 barrels. As more than half of this was owned or controlled by companies having refinery interests, and a considerable portion of it in addition was contracted for delivery in 1906, the actual quantity on the market for fuel use or open to purchase was probably less than one-third of the total stocks.

Most of the oil shipped by tank cars and vessels is for fuel consumption. The percentage of tank car shipments not for fuel use is very small. The proportion of vessel shipments not consumed as fuel is larger. One company operating a refinery near Philadelphia ships about 1,100,000 barrels a year of Texas-Louisiana crude by tank steamer. Some of the crude delivered to the Standard Oil Company's vessels at Port Arthur and Sabine is run through its Atlantic coast refineries.

PRODUCTION AND SHIPMENTS OF TEXAS-LOUISIANA CRUDE OIL, 1901 TO 1905, INCLUSIVE.

(Barrels.)

Year.	Production. Barrels.	Daily Average.	Shipments.	Daily Average.
1901	5,185,883	14,208	1,462,968	4,008
1902	18,445,763	50,262	11,975,176	32,806
1903	18,366,835	50,320	15,014,317	41,053
1904	28,282,530	77,277	16,903,564	46,201
1905	40,026,278	109,661	20,323,381	55,680

Note.—Shipments include only oil loaded on tank cars and on vessels at Port Arthur and Sabine. No account is taken in above table of refinery and field consumption, which, in 1905, amounted to approximately 8,000,000 barrels. All but a small percentage of the oil shipped by tank cars and vessels was for fuel use.

PRODUCTION AND CONSUMPTION OF TEXAS-LOUISIANA CRUDE OIL IN 1906.

(Barrels.)

Month.	Avg. Daily Output.	Avg. Daily Consump.	Daily Shortage.	Shortage for Month
January	59,697	74,857	15,160	469,960
February	56,928	88,367	31,439	880,292

Note.—Consumption includes all shipments and refinery and field requirements.

STOCKS OF CRUDE OIL IN TEXAS-LOUISIANA DISTRICTS ON MARCH 1, 1906.

	Barrels. (Est.)
Amount on hand Jan. 1, 1906	20,000,000
Shortage in Jan. and Feb.	1,350,000
Net stocks on hand March 1	18,650,000

Note.—It is estimated that two-thirds of this oil is reserved for refinery use or contracted for delivery; in other words, it is not open to purchase for fuel use.

Fully 85 per cent of all tank car and vessel shipments, however, is for fuel use.

A steady decline in output at Humble—the mainstay of production in 1905—and a falling off in the older fields and at Jennings brought about a reversal of conditions in the matter of supply and consumption during the first two months of the present year. In January the output of all the gulf coast districts, figured liberally, was 1,850,600 barrels, averaging 59,697 barrels a day. Net shipments by tank car and vessels amounted to 1,638,583 barrels, averaging 52,857 barrels a day. Adding the refinery and field consumption, estimated at 22,000 barrels a day, indicates demands amounting to 74,857 barrels a day, or 15,160 barrels a day in excess of the current output—a shortage of approximately 469,960 barrels for the month.

Conditions in the matter of output were more unfavorable in February than in January. The month's production was estimated at 1,594,000 barrels, averaging 56,928 barrels a day. The demands increased over the January record, amounting to 1,858,288 barrels, not including refinery and field consumption. This made the daily shipments alone 66,367 barrels, or nearly 10,000 barrels in excess of the output. Adding the refinery and field consumption, 22,000 barrels a day, to the shipments, 66,367 barrels a day, indicates daily requirements of 88,367 barrels, or 31,439 barrels in excess of the daily output. The shortage for the month figured on this basis was 880,292 barrels.

The drain on stocks during the first two months of 1906 was not less than 1,350,000 barrels, and this is stating it conservatively. Stocks of oil on hand were reduced from 20,000,000 barrels to between 18,600,000 and 18,700,000 barrels in the two months from anuary 1 to March 1. The complete records for the month of March are not available at the time this is being written (March 31), but as no new production was developed during the month, and demands have not materially lessened, there is reason to believe that stocks have been further reduced and are at present less than 18,000,000 barrels.

Three advances in the prices offered by the pipe line companies for oil at the wells during the month of March reflect the trend of things. The advances amounted to a total of 6 cents a barrel on Texas oil and 5 cents a barrel on Jennings oil. The Humble market for oil at the wells is now 41 cents. A loading charge of 5 cents a

SHIPMENTS OF OIL FROM PORT ARTHUR

DATE	RIG	NAME VESSEL	LOADED BY	CONSIGNEE	DESTINATION	GRADE	BBLS
Mar. 15	Barge	No. 92	Texas Co.	Standard	Brooklyn	Crude	39,106
15	"	"	"	"	"	Bunker oil	370
16	S S	Greenbank	"	For Orders	Liverpool	Gas Oil *	8
16	"	Catania	Gulf Ref. Co	Gulf Ref. Co	Bayonne N.J.	Refined	541
16	"	"	"	"	"	Lubr. Oil	848
16	"	"	"	"	"	Solar	9615
16	"	"	"	"	"	Asph. Oil	2587
16	"	"	"	"	"	Crude	4589
16	"	A. F. Lucas	N. O.&P.L. Co	Standard	Constable H'k	Crude	4200
17	"	San Antonio	Texas Co.	Texas Co	New Orleans	Solar *	1830
19	"	Florida	"	"	"	Crude	12258
19	"	J. M. Guffey	Gulf Ref. Co	Gulf Ref. Co	Gibsons Point	Solar	11145
19	"	"	"	"	"	Crude	8781
19	"	"	"	"	"	Lubr. Oil	250
19	Barge	Conemaugh	"	"	"	Solar	8717
19	"	"	"	"	"	Crude	8809
20	S S	Batoum	"	For Orders	Havana, Cuba	Solar	37804
20	"	Mingo	"	Gulf Ref Co	Tampa	Lubr. Oil	20
20	"	"	"	"	"	Asphalt	20
20	"	"	"	"	"	Ref. Oil	1522
21	S S	Ligonier	"	"	Bayonne N.J.	Lubr. Oil	8674
21	"	"	"	"	"	Solar	10357
21	"	"	"	"	"	Crude	9151
21	"	"	"	"	"	Red. crude	2325
21	Barge	Shenango	"	"	Baltimore	Solar	26107
23	"	Flyton	"	For Orders	Coatzacoalcos, M	Crude	1092
23	"	"	"	"	"	Red. crude	5
24	"	Allegheny	"	Gulf Ref. Co	Gretna La	Ref. Oil	2811
24	"	"	"	"	"	Lubr	367
26	S S	Larimer	"	"	Bayonne N.J.	Solar	13275
26	"	"	"	"	"	Lubr. Oil	9062
26	"	"	"	"	"	Crude	8835
26	Barge	Mingo	"	"	Tampa	Lubr. Oil	22
26	"	Litchfield	"	For Orders	Maurer, N.J.	Asphalt	8308
27	S S	Silverlip	"	"	Dover, Eng	Ref. Oil	71524
27	Barge	Gusher	"	Gulf Ref. Co	Port Tampa	Crude	7572
29	S S	Winifred	"	"	"	Crude	14899
29	"	"	"	"	"	Lubr. Oil	12

Total (barrels) 730,378
Previous Shipments in March 168,297
Total for the Month 558,075

Crude 266,026
Other Grades 292,649

* In Packages.

SHIPMENTS OF OIL FROM SABINE*

DATE	RIG	NAME VESSEL	LOADED BY	CONSIGNEE	DESTINATION	GRADE	BBLS
Mar. 15	S S	Washtenaw	Sun P. L. Co	Sun Co	Marcus Hook	Crude	29394
17	"	Northtown	Security	Standard	New York	Crude	21392
17	"	Drake	H. O. & F. Co	"	"	Crude	41312
19	Barge	No 96	Security	"	"	Gas Oil	19588
21	"	Soindietop	H. O. & F. Co	H. O. & F. Co	Galveston	Crude	1140
24	S S	Northman	"	Standard	New York	Crude	21689
24	"	"	"	"	"	Bunker oil	1904
30	"	Paraguay	Sun P L Co	Sun Co	Marcus Hook	Crude	18601

Total (barrels) 184,720
Previous Shipments in March 146,331
Total for the Month 331,051

Crude 281,463
Other Grades 49,588

*This table also includes shipments from Sabine Pass.

JENNINGS, - - LOUISIANA.

THE FIRST NATIONAL BANK,

CAPITAL, $50,000.00. SURPLUS, $20,000.00.

Officers:

F. E. Bliss, President. F. F. Morse, V-Prest.
Geo. A. Courtney, Cashier. H. H. Hoag Ass't Cashier

Directors:

F. F. Morse. S. J. Johnson.
F. E. Bliss. J. H. Heinen.
Geo. A. Courtney.

Accounts Solicited. Correspondence Invited.

Write for Prices. Promp Shipments.

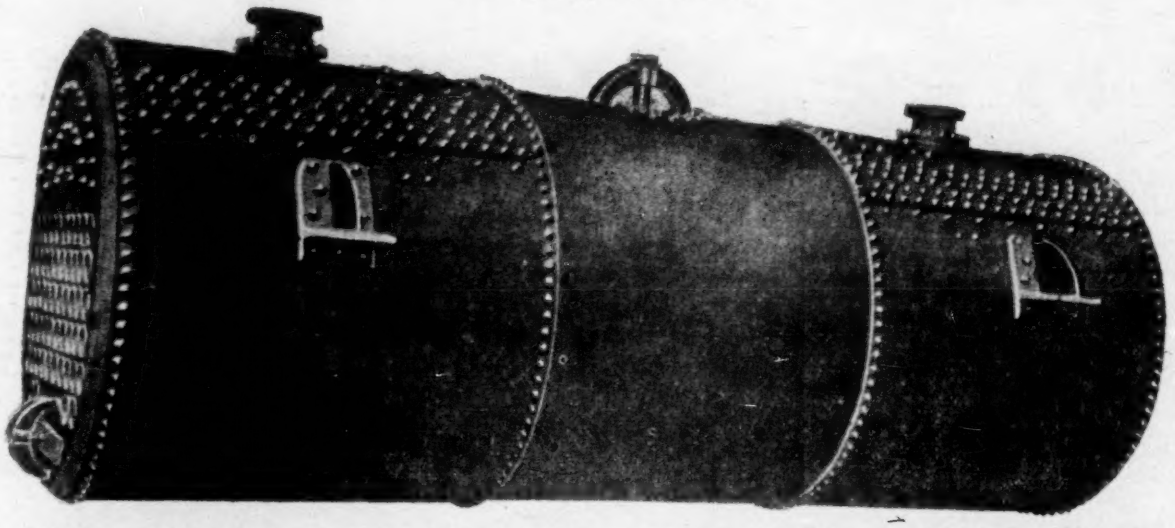
H. L. S. KNIFFIN & CO.,

COAL AND FUEL OIL

Slaughter Building, DALLAS, TEXAS.

New Ideas on an Old Subject

WE HAVE THEM.



We make everything in Boiler Plate and Sheet Iron Work. Are we Doing YOUR Work. If not, WHY?
Special Attention Given Repair Work.

THE TEXAS BOILER WORKS, BEAUMONT, TEXAS.

New Phone 293. Old Phone 1002.

barrel brings the price of fuel oil up to 46 cents a barrel on the cars. At Jennings the field price is 30 cents, making the market for spot oil on cars 34 cents or better.

Prices have been advancing steadily since January 4, and if new production is not developed it is natural to expect a constantly stiffening market. The situation in the coal industry will undoubtedly increase the demand for fuel oil. In the course of ten or twelve months, or in less time, the Union Oil Company's pipe line across the isthmus of Panama, will have been completed, and California fuel oil will be offered in the Atlantic coast market. If no new discoveries are made in Texas and Louisiana the supply from California will relieve the situation the latter part of this year or the first of next year.

A new field in Texas or Louisiana, or an extension of the old fields with enough additional production to overcome the shortage in supply, will be more welcome to fuel oil consumers than any other development. At present there is only one new district that is suspected of being a probable producer of oil in gusher quantities, and that is Hoskins Mound, twenty-three miles south of Alvin, in Brazoria county, and twenty-seven miles west of Galveston. A shallow well has been brought in at this point, and further drilling is in progress, but the exact extent of the development can not be ascertained, as the company owning the property is careful to keep "scouts" off the land.

Oil is being produced from several pumping wells at Anse la Butte, La., forty-five miles east of the Jennings field, and drilling operations now in progress may show the presence of a very productive oil pool, but at present the output does not exceed 75 barrels a day and is not a factor in the general situation.

LAYING THE PIPE LINE ACROSS THE ISTHMUS.

Reports from Panama state that the Union Oil Company is distributing the pipe for its eight-inch line across the isthmus of Panama, and that the work of laying it will be rushed to completion in the shortest possible time. Steel storage tanks are also being erected at both ends of the line. One report credits the engineer in charge of the work with the opinion that deliveries of oil will be made along the line within six months.

THE PARKER AUTOMATIC OIL BURNER.

Fuel oil burners have been perfected to a high degree of efficiency. In the early days of liquid fuel, whenever there was poor service, it was usually ascribed to the burner, although the blame in many instances really belonged on the operator. Many improvements have been made in the pioneer patterns, and there is no excuse today for poor service. One of the really modern burners is the Parker Automatic, made by the Southern Car and Manufacturing Company of Beaumont, a cut of which appears in this number of the Journal. It has the distinction of being self-cleaning—one-quarter turn of the handle from the horizontal position, when feeding oil, to a vertical position, shuts off the oil and cleans the tube and tip by steam, removing mud, B. S. or carbon to the last particle. All parts of the burner are interchangeable and standardized throughout.

We keep oil in six different pipe lines, and thus participate in car distribution at six different racks. This gives us an unrivalled advantage in making deliveries. J. M. Abbott Oil Company, Houston, Texas.

GROWTH OF LIQUID FUEL INDUSTRY IN TEXAS—RAILROAD CONSUMPTION.

The oil best adapted for use as fuel is of two classes—the natural crudes as produced in the Texas-Louisiana and California fields and the residuum of oil refineries, which is that portion of crude oil remaining after the lighter or illuminating properties have been taken from it. Such oil usually shows from 15 to 25 degrees Baume gravity, and has a high flash and fire test, which makes it safe for storage and general use.

The advantages of liquil fuel over that of coal and wood in steam-making qualities has long been recognized, but only in the last five or six years has it come into general prominence. The reasonable assurance of a permanent supply at a comparatively low cost in the Gulf Coast and the Pacific Coast regions has brought liquid fuel into general use in both regions, with a constantly expanding market as the superiority of oil over that of other fuel becomes more widely appreciated.

The opening of the gusher pool at Spindletop in January, 1901, increasing the production of petroleum in Texas from 836,039 barrels in 1900 to a gross output of 5,986,428 barrels, of which Spindletop yielded 5,185,883 barrels, brought the question of liquid fuel to the attention of the manufacturing and other industries of the South. In 1905 the Texas districts produced 30,423,252 barrels and the Louisiana districts 10,149,122 barrels, or a gross output approximately of 40,572,374 barrels, in the Gulf Coast and North Texas regions.

One of the first industrial establishments in Texas to adopt petroleum as fuel was the American Brewery Company of Houston, in 1901. The concern at that time had a battery of four boilers, two 200 h. p. and two 350 h. p., and it was estimated that 75 barrels of the residuum of a refinery at Corsicana would be required, inasmuch as the boilers had been consuming 25 tons of coal per day. This was on the basis of three barrels of oil being equivalent to one ton of coal in steam making.

The results of the test showed that the steaming capacity of the two 200 h. p. boilers using oil was equivalent to the steaming capacity of the two 350 h. p. boilers using coal, and the saving by the use of oil was about 35 per cent.

The Star Flour Milling Company of Galveston, Texas, also installed oil burning apparatus early in 1901 and used about 5 barrels per day for a 50 h. p. engine. The brick kiln of the Sunset Brick and Tile Company of Gonzales, Texas, the boiler plants of the ice factory, electric light works and the oil mill at Brenham, Texas, the Hutchins hotel at Houston, with a battery of two 100 h. p. boilers; the Magnolia Brewery Company, and the Houston Electric Street Railway Company of the same city also put in oil burning equipment early in 1901, together with the City Brewery of San Antonio, Texas.

The foregoing were among the initial tests of crude oil as fuel, and the same results were obtained relatively as occurred in the trial made by the American Brewery Company of Houston. In 1905 liquid fuel had progressed to a point where its use in Texas may be said to be general.

Santa Fe Burns Oil On 227 Engines.

Texas railroads along the coast followed the manufacturing industries closely in the adoption of fuel oil. The first locomotive equipped with oil burning apparatus was delivered to the Gulf, Beaumont & Kansas City Railway in June, 1901, and was the property of the Gulf, Colorado & Santa Fe railway. In reaching Beaumont, it traveled 450 miles, consuming 42 barrels of oil on the trip, or the equivalent of 12 tons of coal. At the close of 1905 the Santa Fe railroad had a total of 227 engines equipped with oil burning apparatus, and using oil generally in shops, etc., with an approximate total consumption in that year of 1,592,000 barrels, the equivalent of approximately 454,857 tons of coal. From one engine in 1901 to 227 engines in 1905 equipped as oil burners represents a growth at the rate of 57 engines a year, or nearly five every month for four years.

The Santa Fe railroad maintains what is known as the Department of Fuel Oil Properties, which has charge of the oil land holdings of the company both in Texas and Indian Territory. In the Saratoga (Texas) district, the Santa Fe has five producing wells on its tract, with an average daily output of approximately 215 barrels, or 6,665 barrels a month. There is very little variation in the output of the wells in the Saratoga district, according to the records of the past six months. Assuming 200 barrels as the average daily production for twelve months, the gross output in one year would be 73,000 barrels, equivalent to 20,857 tons of coal, or 695 cars at an average of 30 tons to the car. Two hundred barrels of oil per day is equivalent to 57 tons of coal, or nearly two cars.

The Gulf, Colorado & Santa Fe Railroad has a gross storage capacity of 767,500 barrels of oil, equivalent to 219,286 tons of coal, as follows: Twelve steel tanks of 37,500 barrels capacity each, at various points, or a total of 467,500 barrels; four underground tanks at various points, with a total capacity of 300,000 barrels; gross storage 767,500 barrels.

The Santa Fe Company operates 325 tank cars with an average capacity of 225 barrels each, or a gross capacity of 73,125 barrels, or the equivalent in coal capacity of 20,800 tons. The average capacity of a tank car of 225 barrels makes an equivalent coal capacity of 64 tons, against the average capacity of coal cars of 30 tons; that is, a tank car has more than double the fuel capacity of a coal car.

Adding the tank car capacity of 73,125 barrels gross to that of storage capacity of 767,500 barrels, makes a gross capacity of 840,625 barrels, equivalent to 240,086 tons.

Kansas City Southern Has 38 Engines Equipped.

The Kansas City Southern Railway, whose southern terminus is Port Arthur, Texas, has 38 engines equipped as oil burners, the consumption of fuel oil in 1905 being 227,111 barrels, or equivalent to 64,889 tons of coal, figuring 3½ barrels of oil to the ton of coal. The company has a storage capacity of 77,954 barrels, equivalent to 22,272 tons of coal, at various points on the line from Shreveport, La., southward. Ninety-eight tank cars are operated with an average capacity of 214 barrels, and a gross capacity of 20,972 barrels, making the total capacity of storage and tank cars 98,926 barrels.

Southern Pacific Consumes 2,640,000 Barrels in Texas and Louisiana.

The Galveston, Harrisburg & San Antonio Railway Company has 204 engines and the Texas & New Orleans Railway Company 38 engines equipped as oil burners. The former road has 59 engines and the latter two engines equipped to burn coal. The consumption of fuel oil by all the Southern Pacific lines in Texas and Louisiana is approximately 220,000 barrels a month or 2,640,000 barrels a year. Results obtained on the Southern Pacific lines indicate that 915 pounds of oil will evaporate as much water in a boiler as 2,000 pounds of Indian Territory coal. A barrel of crude oil weighs 311 pounds. Hence the use of liquid fuel on the Southern Pacific has demonstrated that three barrels of

oil will do the work of a ton of coal. The cost of coal laid down at Houston has been from $3.80 to $4.05 a ton. In 1905 the cost of crude oil on the cars at Houston was from 35 to 50 cents a barrel.

Liquid Fuel in Government Work.

In 1905 the United States government purchased approximately 27,500 barrels of oil for use in dredges and other boats doing work in Galveston harbor. Two dredges and a launch were used during that year, but in 1906 another dredge and a tub boat were added, which will probably increase the consumption in that quarter.

FURTHER TESTIMONY OF THE VALUE OF OIL INVESTORS' JOURNAL ADVERTISING.

HOUSTON, TEXAS, March 26, 1906.
Oil Investors' Journal,
Beaumont, Texas.

Dear Sirs: In the past week we have booked five good contracts, and received inquiries from three states outside of Texas and Louisiana, and two foreign countries (all of which we are satisfied will lead to future business) from people we have never before heard from and who were reached by reason of our ad. in your valuable journal.

We have used The Oil Investors' Journal as a medium through which to advertise our fuel oil business during the past sixteen months and find it reaches the best class of fuel oil trade.

Yours very truly,
J. M. ABBOTT OIL CO.,
J. B. Mayberry, Sec'y.

NATURAL GAS RATES POSTED AT SHREVEPORT.

The Shreveport Gas, Electric Light and Power Company has posted the following rates on natural gas for domestic and manufacturing purposes piped from Caddo by the Citizens' Oil and Pipe Line Company:

For domestic purposes, 35 cents per 1,000 cubic feet. Less a discount of 10 per cent, 31½ cents per 1,000 cubic feet.

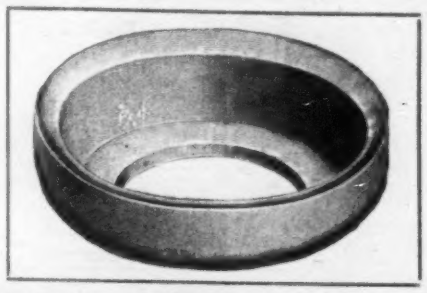
For manufacturing purposes, from 16 to 12 cents per 1,000 cubic feet, according to the amount consumed.

The gas belt around Shreveport is about completed, together with five reducing stations that were found necessary to control the pressure from the gas field. General distribution of the product was begun about April 1. Gas burners have been installed at the Electric Light and Power Company's boiler station and natural gas is now being used instead of coal. This is the first installation in connection with the new pipe line.

What a fuel oil consumer wants to be sure of is that he will get his oil and get it in time. Our customers "get the goods." J. M. Abbott Oil Company, Houston, Texas.

The Jennings Oil Company paid a dividend of 25 per cent on March 27, amounting to $15,000.

Never Cut Cups.



Never Cut Cups.

CUP TROUBLE SOLVED

JUST THE CUP FOR FLOATING SAND.

NEVER CUT CUPS are made of leather which has been subjected to a special tanning process, rendering them impervious to water and are recommended for all purposes. Are sold all over the United States. One producer says: "We find Never Cut Cups most satisfactory. On one deep well we have not pulled for over three months, on three others for three months, and it begins to look as if we would never have to pull rods again." Another in California: "They outwear three sets of the ordinary cup. Send me 100 more."

Prices	1 3-4 and under 50c	set 4,	per 100,	$12.50
"	2 1-4 . . . . 75c	"	"	18.75
"	2 1-2 . . . . 85c	"	"	21.25
"	2 3-4 . . . . $1.00	"	"	25.00

Charges prepaid to any point in the United States. Write for leaflet. ¶ Leathers furnished for all kinds of difficult places to manufacturers of pumping and pneumatic machinery. If your local dealer cannot supply, WRITE

S. S. BRYAN,
TITUSVILLE, PENN.

HOUSTON OIL AND GAS COMPANY WILL PROSPECT AT PIERCE JUNCTION.

The Houston Oil and Gas Company of Houston has been incorporated and chartered by the State of Texas with $150,000 authorized capital to prospect for oil and gas and to market these products. At a meeting of the organizers in Houston on March 30 the following officers were elected: J. R. Sharp, president; Howard R. Hughes, vice president and manager; George Hamman, secretary and treasurer. The directors are: J. R. Sharp, W. B. Sharp, Howard R. Hughes, Ed Prather, George Hamman, John W. Parker and W. C. Moore.

It is stated that the company is to operate without connection or affiliation with any other corporation, and that its principal field of activity will be in the Pierce Junction district, seven miles southwest of Houston, where several test wells have developed the presence of gas in large quantities. A blowout which occurred in the last well to be drilled in this territory demonstrated a heavy gas pressure, and operators now regard the district as a prospect for both gas and oil. A project to pipe natural gas to Houston in the event that it is found in sufficient quantity to justify such an enterprise, has been discussed by persons who have gone over the Pierce Junction property. If such plans are contemplated by the organizers of the Houston Oil and Gas Company they have not made them public.

The holdings of the new company include leases on property in the territory that is being tested. It is understood that a portion of the company's stock will be offered to persons having property near the holdings of the company or to others whose co-operation would be considered of advantage to the company. A location has been made for a new test several hundred feet from the blowout and drilling operations will be started by the company immediately.

MARCH OUTPUT AND CONSUMPTION RECORDED ON PAGE 3.

Records of production and consumption of Texas-Louisiana crude oil in March will be found in the summary on page 3. The greater part of all rail and vessel shipments may be classed as fuel oil. Refinery and field consumption is recorded separately from shipments.

RAILROAD RATES ON FUEL OIL IN TEXAS.

Railroad rates on crude or fuel oil are governed on a mileage basis in Texas. The following table shows the rate per hundred pounds (310.8 pounds to the barrel) in barrels, or in tank cars, between points in Texas. The first columns contain rates to apply on shipments transported over a single line of railroad, and the second column applies to shipments over two lines:

Distance, miles	One Line (cents)	Two Line (cents)
6 and less	2.5	4.0
10 and over 6	3.0	4.5
15 and over 10	3.5	5.0
20 and over 15	4.0	5.5
30 and over 20	4.5	6.0
40 and over 30	5.0	6.5
50 and over 40	5.5	7.0
60 and over 50	6.0	7.5
80 and over 60	6.5	8.0
100 and over 80	7.0	8.5
125 and over 100	7.5	9.0
150 and over 125	8.0	9.5
175 and over 150	8.5	9.5
200 and over 175	9.0	10.0
225 and over 200	9.5	10.0
250 and over 225	10.0	10.5
Over 250	10.5	10.5
DIFFERENTIAL.		
50 and less		1.0
100 and over 50		2.0
150 and over 100		3.0
200 and over 150		4.0
250 and over 200		5.0
300 and over 250		5.5
Over 300		6.0

The minimum weight of cars is arrived at by multiplying the full gallonage capacity of the car by 7.4 pounds per gallon. Forty-two gallons in a barrel. The capacity of tanks cars is from 160 to 315 barrels.

RATES ON FUEL OIL FROM LAKE CHARLES TO COMMON POINTS.

The following table shows the rate on fuel oil from Lake Charles, La., on the Kansas City Southern Railway, the terminus of The Texas Company's new pipe line from the Jennings field, to common points in Texas, Louisiana and Arkansas, per 100 pounds:

From Lake Charles to	Rate (cents)
TEXAS:	
Texarkana	12
Bloomburg	12
ARKANSAS:	
Mena	17
Hatfield	17
Janssen	17
Wickes	17
Grannis	17
Gillham	17
DeQueen	15
Horatio	15
Winthrop	15
Wilton	15
Ashdown	15
Ogden	15
LOUISIANA:	
Rodessa	10½
Myrtis	10½
Vivian	10½
Mooringsport	10½
Blanchard	10½
Shreveport	10
Frierson	9½
Mansfield	9½
Benson	9
Converse	9
Noble	8½
Zwolle	8½
Loring	8½
Many	8½
Fisher	8½
Florien	8
Hornbeck	8
Barham	8
Orangeville	8
Leesville	7½
Pickering	7½
Neame	7½
Rose Pine	7
Ludington	7
De Ridder	7
Bon Ami	7
Carson	7
Singer	6
Juanita	6
Smythe Junction	6
De Quincey	6

Minimum weight of cars to be arrived at by multiplying the full gallonage of the car by 7.4 pounds per gallon. A barrel of crude oil weighs 310.87 pounds.

COMPARATIVE VALUE OF COAL AND BEAUMONT OIL.

The following table, arranged by the United States Geological Survey, for the convenience of comparison between coal and oil, shows the price that a purchaser could afford to pay for Beaumont crude petroleum to equal in value the price of Southwestern coal:

Price of Southwestern coal per ton.	Number of barrels of Beaumont petroleum to equal one ton of coal.	Price of Beaumont petroleum per barrel to equal cost of one ton of Southwestern coal.
$1.00	3.1	$0.32
1.25	3.1	.40
1.50	3.1	.49
1.75	3.1	.57
2.00	3.1	.65
2.50	3.1	.80
3.00	3.1	.97
3.50	3.1	1.13
4.00	3.1	1.29
4.50	3.1	1.45
5.00	3.1	1.61
6.00	3.1	1.94
7.00	3.1	2.22

One pound of Southwestern coal under fair conditions will evaporate 6.5 pounds of water at 212 degrees Fahrenheit. One pound of Beaumont petroleum will evaporate 13 pounds of water under like conditions.

A comparison of Beaumont crude with that of Pittsburg coal shows the following:

Price of ordinary Pittsburg coal per ton.	Number of barrels of Beaumont petroleum to equal one ton of Pittsburg coal.	Price of Beaumont petroleum per barrel to equal cost of one ton of Pittsburg coal.
$1.00	4.31	$0.23
1.25	4.31	.30
1.50	4.31	.35
1.75	4.31	.41
2.00	4.31	.47
2.50	4.31	.58
3.00	4.31	.70
3.50	4.31	.83
4.00	4.31	.93
4.50	4.31	1.05
5.00	4.31	1.16
6.00	4.31	1.39
7.00	4.31	1.62

One pound of Pittsburg coal will evaporate 8.7 pounds of water, against 13 pounds by one pound of Beaumont petroleum.

We keep oil in six different pipe lines, and thus participate in car distribution at six different racks. This gives us an unrivalled advantage in making deliveries. J. M. Abbott Oil Company, Houston, Texas.

PRICES OF TEXAS FUEL OIL ON CARS IN 1905.

The average price per barrel for fuel oil f. o. b. cars in Texas during 1905 was 28 cents. Prices ranged from 20¼ in July to 42½ cents per barrel in December. In July and August, however, Humble oil sold freely at 18 cents, f. o. b. cars at Humble.

The following table shows the average price by months for 1905, stated in cents:

January	31½	July	20¼
February	28	August	23½
March	23½	September	25¼
April	24¼	October	31
May	22½	November	40
June	20¾	December	42½

The average for the first three months in 1906 was 43 cents a barrel. The market was highest in January at an average of about 45 cents; it broke, however, before the end of that month and during February sold as low as 37½ cents, recovering again in March, and the price ruling at the end of the month was 45 cents.

QUANTITY OF FUEL USED BY SOME TEXAS AND LOUISIANA CONSUMERS.

The approximate amount of fuel oil used yearly by some of the Texas and Louisiana industries is as follows, stated in barrels:

Armour and Company, Fort Worth Texas	125,000
Swift and Company, Fort Worth, Texas	190,000
Texas Brewery, Fort Worth, Texas	40,000
Citizens' Light and Power Company, Fort Worth, Texas	85,000
Southwestern Mechanical Company, Fort Worth, Texas	20,000
Northern Texas Traction Company	75,000
Fort Worth Iron and Steel Mfg. Company, Fort Worth, Texas	40,000
Armstrong Packing Company, Dallas Texas	45,000
Dallas Gas Company, Dallas, Texas	7,500
Dallas Cotton Mills, Dallas, Texas	18,000
San Antonio Brewing Ass'n, San Antonio, Texas	25,000
San Antonio Traction Company, San Antonio, Texas	80,000
El Paso Brick Company, El Paso, Texas	12,000
Victoria Manufacturing Company, Victoria, Texas	15,000
Globe Press Brick, El Paso, Texas	18,000
International Water Company, El Paso, Texas	25,000
Southern Pacific Railroad (Texas and Louisiana)	2,640,000
Swift and Company, Houston, Tex.	10,000
Union Sulphur Company, Sulphur, La.	1,250,000

AS REFLECTED BY THE NEW YORK NEWSPAPERS.

November, 1905.—William Travers Jerome, champion of the people, valiant talker against the insurance grafters, a real hero on the stump.

March, 1906.—William Travers Jerome, four-flusher, defender of the insurance looters, tool of the big interests.

Which provokes the query: How would you like to be a popular idol?

ATTORNEY GENERAL OF TEXAS WILL PROCEED AGAINST WATERS-PIERCE OIL COMPANY.

As a result of the admission by attorneys for the Standard Oil Company of the ownership by the Standard Oil Company of New Jersey of a majority of the $400,000 capital stock of the Waters-Pierce Oil Company of Missouri, the attorney general of Texas will institute proceedings to forfeit the Waters-Pierce Company's permit to do business in this state.

In 1896 the Waters-Pierce Oil Company was convicted by a jury in the district court at Austin (Travis County) of making exclusive contracts with dealers in restraint of competition. The court of civil appeals affirmed the decision, and the state supreme court denied a writ of error. This, however, was granted by the United States supreme court, and upon consideration of the case the highest tribunal in the land affirmed the finding of the lower court. This carried with it the forfeiture of the company's right to do business in Texas. On May 28, 1900, the Waters-Pierce Oil Company was dissolved and on May 29 a new company of the same name was formed and chartered, taking over all the assets of the original corporation.

On May 31, 1900, a permit was applied for by the new company to do business in Texas, and upon the affidavit of its president, H. Clay Pierce, that it was an independent corporation the permit was issued. The testimony in the proceedings brought against the Waters-Pierce Oil Company, the Republic Oil Company and the Standard Oil Company of Indiana, by Attorney General Hadley of Missouri, showed that at the time Mr. Pierce made the affidavit his stock in the Waters-Pierce Company constituting a majority of the whole capital, was indorsed in blank, and that it was later delivered to M. M. Van Buren, a son-in-law of John D. Archbold, an officer of the Standard Oil Company.

The ownership of the stock of the Standard Oil Company of Indiana and the Republic Oil Company by the Standard Oil Company of New Jersey also was established, but as neither the Standard Oil Company of Indiana nor the Republic Oil Company is doing business in Texas this fact has no bearing on the proceedings to be instituted in this state.

About the time that the action was taken in the civil courts to forfeit the Waters-Pierce permit, indictments were procured by the county attorney at Waco against H. Clay Pierce, John D. Rockefeller, H. M. Flagler and certain agents of the Waters-Pierce Oil Company. This was under the criminal section of the anti-trust law passed during the administration of the late Ex-Governor J. S. Hogg in 1889 and amended in 1895. Mr. Pierce came to Texas and gave bond to appear for trial. An effort was made to secure requisitions that would give the Texas officers the right to bring Messrs. Rockefeller and Flagler to this state, but Governor Roosevelt of New York refused to grant the Rockefellor requision and the governor of Florida would not honor the requisition for Mr. Flagler. Agents of the company were jailed at Waco, and the indictments against the officials of the Waters-Pierce and Standard Oil companies remained in force for several years before they were finally dismissed.

In 1903 the anti-trust law of 1889-1895 was repealed in so far as future application is concerned, but it remains operative as regards violations of its provisions committed while it was in force.

The precise line of action to be taken by Attorney General Davidson of Texas is not announced. He has stated that as soon as his department is relieved to some extent of the tax law litigation, now being fought out in the courts, he will proceed against the Waters-Pierce Oil Company, and that he will endeavor to uncover the Standard Oil Company in any other connection it may have in the state.

The Waters-Pierce Company, until the last two years, has had little competition in the distribution and marketing of refined products in Texas. The growth of the business of the independent refineries in Southeast Texas, in the last year especially, has been a new factor, and the trade obtained by two of these companies—the Gulf Refining Company and The Texas Company—has been largely at the expense of the Waters-Pierce Oil Company. The Gulf Refining Company, for instance, has installed thirty-six distributing stations in the state, covering the Waters-Pierce's most fertile territory. The Texas Company also has put in distributing stations for its refinery products. The other large refinery in the Beaumont district, operated by the Security Oil Company, does not market its product, but sells it on board cars at the refinery and on board ships at Sabine.

Fill out the blank on page 21 and mail it today.

GULF REFINING COMPANY HAS THIRTY-SIX DISTRIBUTING STATIONS IN TEXAS.

Southeast Texas refinery products are now in a firmer position than ever before. Both the local and foreign markets are constantly being extended. The results accomplished by the Gulf Refining Company in Texas are especially noteworthy. In a little more than a year thirty-six distributing stations have been installed in the state by this company at the following points:

Houston.	Mexia.
Galveston.	Ennis.
San Antonio.	Kauffman.
Cuero.	Terrell.
Brownsville.	Commerce.
Kingsville.	Paris.
Austin.	Sulphur Springs.
Stockdale.	Jacksonville.
Brenham.	Gilmer.
Richmond.	Denison.
Wharton.	Sherman.
El Campo.	Denton.
Chesterville.	Fort Worth.
Katy.	Wichita Falls.
Nottawa.	San Angelo.
Navasota.	Beaumont.
Bryan.	Port Arthur.
Martin.	Georgetown.

A station has also been put in at Ardmore, I. T., and in the course of the next twelve months probably twenty-five additional stations will be installed in Texas and bordering territory. The Gulf Company's principal trade is in kerosene, gasoline and lubricating oils. Its refinery at Port Arthur is one of the largest independent plants in the country, running from 300,000 to 400,000 barrels of crude oil per month.

ADVANCE IN CONTRACT PRICES IN APRIL.

Contract prices for southeast Texas crude in April will be considerably above the March figures. Last month, light oil contracts were four to six cents above credit balance quotations, and the April contracts probably will show an advance in proportion to the advance in the credit balance market in March, amounting to six cents a barrel. Spindletop prices promise to from 61 to 64 cents, Sour Lake (light oil) from 55 to 57 cents, and Batson (light oil) from 50 to 52 cents. Humble will be 42 cents or better.

NEW GUSHER AT JENNINGS.

Producers' Oil Company No. 4 on the Jennings Oil Company's lease of the Clement farm at Jennings, a new well, came in on the night of April 1, and, after cleaning itself out, flowed almost a steady stream of oil. On April 2 it was making 6,000 barrels.

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AND
Oil Investors' Journal.

FOURTH YEAR.

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GIVING SPECIAL ATTENTION TO THE TEXAS-LOUISIANA FUEL OIL TRADE.

From this time on the Oil Investors' Journal will devote special attention to the fuel oil business.

This branch of the Texas-Louisiana petroleum industry is separate and distinct from the oil business as it existed before the opening up of prolific sources of supply in the Gulf coast and Pacific coast regions.

In the older fields the refinery interests are paramount, and oil is produced to be refined. The character of the petroleum found in the Pennsylvania, Ohio and Mid-Continent fields is such as to make it especially desirable for manufacture into refined products, and undesirable for fuel use, in its crude state. The oil produced in the Gulf coast and Pacific coast regions is heavier, and makes an ideal fuel. On account of the distance from the coal supply it finds a ready local demand. It is more economical in every respect than coal, even when the cost of the two fuels is relatively the same. During the greater part of the last two years the price of oil, as a rule, has been unusually low, and the consequent saving over coal to consumers located near the points of production has been enormous. In 1905 it is estimated that the demands made upon the Gulf coast regions for fuel oil amounted to 1,500,000 barrels a month for local and foreign consumption.

Compared with the northern and eastern crudes, the percentages of refined oil and gasoline obtained from the Gulf coast crude are small, but an excellent grade of lubricating oil is made from it, and the local refining industry has grown until the daily consumption is put at 20,000 barrels. Against the fuel oil consumption of 50,000 barrels a day the item of refinery requirements is a modest one, but this feature of the business is growing and may be expected to increase its demands as the market for Texas refinery products is extended.

In the last four years the Oil Investors' Journal has been striving to furnish an accurate and satisfactory report of operations in the Texas-Louisiana Gulf coast region. All efforts have been directed toward compiling trustworthy data covering field, production and consumption records. This work has been pretty well systematized and has received the approval of oil operators at home and abroad. It has appeared natural that the next step should be in the direction of supplying a report dealing particularly with the fuel oil branch of the industry, and in this number the start is made toward that end.

To be satisfactory to all who are interested from various standpoints in the Texas-Louisiana industry the Journal must cover completely every feature of the business. It must be made valuable to the fuel consumer who wants information to guide him in purchasing his supply of oil, and it must furnish the statistical data that is desired by producers and operators here and elsewhere. In the course of time this paper will occupy a field unique in journalism, and with the expansion of the Gulf coast industry it will be indispensable to the man who wants to be posted on the situation in this region.

Whatever growth the Journal has will be normal and legitimate. With absolutely no sources of support other than the revenue from subscriptions and advertising at the regular rates, it will have to win on its merits or die. If you think the paper deserves to live and grow, give it your support.

The value of the Oil Investors' Journal to advertisers is more in the class and quality of its circulation than for the mere number of copies printed.

JEROME, MADE-TO-ORDER POPULAR IDOL, NOW BEING UNMADE.

Some weeks ago, in these columns, it was intimated that the New York newspapers which were so boldly championing the cause of District Attorney Jerome last fall—the very newspapers that made him a national figure—would shortly proceed to undo the work they had done; that they would turn on him and tear him down. The undoing is in progress; the tearing down has begun. To the innocent observer in far-away Texas, the antics of the New York newspapers over Jerome when he was running for office in October and November appeared assical to the point of nausea. A person without field glasses could see, all the way from Texas, that the cigarette-smoking freak was a natural-born false alarm, doped with nicotine and notoriety, operating with a pressure of 300 pounds of hot air against his front teeth. It never occurred to the newspapers that perhaps the insurance strippers wanted him to get the office. Now, when he openly defends Slinky George Perkins, the newspapers are saying to themselves, "Buncoed, b'gosh!" and openly applying soothing solutions of hot lard and vitriol to his bare skin. The gentleman with the yellow stain on his fingers gets back at the papers in a public speech, declaring that they (like his discolored digits) are yellow, that the men who write the editorials and the news are grafters, and that they can not make him do what he will not do. Sweet mess! Lovely licorice! But the newspapers will win. They are smoking him out. A popular idol of newspaper manufacture is destructible at the will of his makers. The label is already on his back: "No. 7,777,777—Top Shelf, Has-Been Row." Call the porter and wheel him to the soup house!

SEND IN YOUR SUBSCRIPTION TO THE JOURNAL.

A special department devoted to fuel oil will be a feature of the Oil Investors' Journal from now on. If you are a consumer you can not afford to be without the information that will be published in this department. You can not get it elsewhere. Fill out the blank on page 21 and send in your subscription.

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After Carnegy gets his spelling reform thro, all of the books in his librariz wil be bak numbers.—Chicago Journal.

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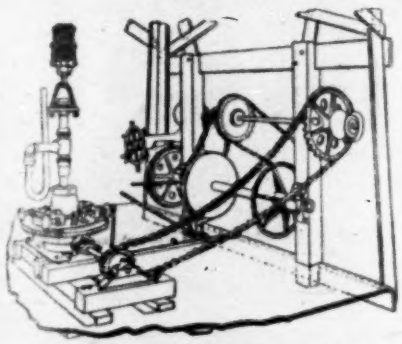

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STATUS OF THE LITIGATION TO TEST KENNEDY LAW—LIST OF PAYMENTS.

Special Correspondence.

Austin, Texas, March 28.—Either this week or next week the appeal cases of the oil companies testing the validity of the Kennedy omnibus tax law will be submitted in the Third Court of Civil Appeals. The submission of all but one of the cases may occur on next Wednesday, April 4th. The single exception is the case of The Texas Company, in which the briefs have not been completed.

It is not intended to have an oral judgment, but the cases will be submitted to the consideration of the court on briefs or written argument. It might be mentioned that the submissions will occur in the Appellate court which knocked the Love bill sky high on March 21, declaring it to be unconstitutional from caption to emergency clause.

The transcripts of the record in the cases of the Producers', Moonshine, Little Jap, Texas and Morning Star Companies have been filed in the Third Court of Civil Appeals, thereby making ready for the submission when the arguments shall have been written. Under the laws of the state all state cases, and especially tax suits, have precedence on the dockets of the courts; therefore, the early submission, without waiting for submission of assignments, means an early decision. It was in these cases that the oil companies asked for restraining orders against the collection of any of the taxes levied upon oil companies. District Judge Victor L. Brooks gave judgment for the state in the matter of upholding the constitutionality of the tax itself, but declared unconstitutional and inoperative that part of the act laying severe penalties on corporations failing to pay the tax within the prescribed time. The court said the penalties were not in harmony with the average penalties for delinquency on part of other taxpayers, and, being thus discriminatory, were void and not collectable. The oil companies appealed from the decision of the court, but the state would have appealed as the attorney general insists in his briefs before the higher courts that the penalties are proper and should be held to prevail in case of delinquents.

The State of Texas filed suits against the Southwestern Oil Company and the Higgins Oil and Fuel Company for taxes and secured judgment against the former for taxes only. The court rendered judgment for the Higgins Company, holding that as said company dealt in crude oil only it was not subject to the tax levied under Section 9 of the law taxing refined oils and dealers therein. The state promptly appealed in the latter case, as did the Southwestern in its case.

The date of the judgments in the trial court in all of the cases was December 14, 1905, and the accumulated penalties aggregated $20,000 against The Texas Company and approximately $4,000 each against the other companies. The reason the penalties charged against The Texas Company are heavier is because it was and is considered delinquent under four separate provisions of the tax law, while the other companies are amenable to but one section or subdivision. If the court above should sustain the tax and also the penalties, reversing the trial court as to the last holding, the companies would find quite an array of penalties assessed. The state would be entitled to judgments for the amounts stated up to December 14. The penalties have about doubled up to this time, and will have trebled or quadrupled by the time the Supreme Court has passed on the writ of error from the findings of the Court of Civil Appeals. In the event

"TIME IS MONEY"—Old Saying.

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